



To: Scrutiny Co-Ordination Committee

Date: 12th January 2022

Subject: Monitoring Report Following the Implementation of Parking Charges at The War Memorial Park

1 Purpose of The Note

- 1.1 To provide feedback to Scrutiny Co-ordination Committee on monitoring agreed following call in meeting on the 6th January 2021 in regard to impact of potential displacement parking following the introduction of charging at the War Memorial Park

2 Recommendations

- 2.1 Scrutiny Co-ordination Committee is recommended to:

- 1) Consider the monitoring information contained in the briefing note
- 2) Note that there has been no significant impact on displacement parking since the introduction of parking charges at the War Memorial Park
- 3) Note steps taken to support alternative methods of transport to car usage
- 4) Note steps taken to improve parking facilities for blue badge holders

3 Background and Information

- 3.1 Cabinet Member for Policing and Equalities considered a report on 3rd December 2020 entitled 'Introduction of Parking Charges at War Memorial Park – Consideration of Objections Following a Period of Consultation'
- 3.2 The decision by Cabinet Member for Policing and Equalities to grant permission for the Introduction of Parking Charges at War Memorial Park after Consideration of Objections Following a Period of Consultation was called in by Councillors Andrews, Bailey and Ridley.
- 3.3 'Whilst the principle of introducing charges at the War Memorial Park was approved at a meeting held on the 25th February 2020, the public consultation was not held until October 2020. At the Cabinet Member meeting held on December 2020, insufficient information and data was presented to the Cabinet Member in relation to the potential impact of displacement parking in local residential roads. We would like to consider this matter in further depth including with officers from our highways team.'
- 3.4 On the 6th January 2021 Scrutiny Co-ordination Committee considered the call in.
- 3.5 As per the Cabinet Member meeting on the 3rd December The Head of Streetpride and Greenspaces agreed a methodology for monitoring on street parking and traffic volumes for the park as follows:

- i. Prior to the car park charging going live three months of on street parking and traffic counting data will be collected by our highways team and their contracted numerators.
 - ii. A further period of data collection will take place for three months following the introduction of charging.
 - iii. In addition to the above the evidence from park users, Ward Members and the Friends of the War Memorial Park will be used to inform any report back to the Cabinet Member Policing and Equalities.
- 3.6 Scrutiny requested in addition that the proposed 3-month period of monitoring (i) prior to implementation be extended by the period of national lockdown in place at the time.
- 3.7 Monitoring and review should include:
- Impact on displacement parking
 - The use of alternative modes of transport and the impacts on climate change
 - The impact of the introduction of charges on blue badge holders

4 Monitoring – Potential Displacement Parking

- 4.1 Two methods of monitoring have been used to monitor both park volumes and on street parking prior to implementation of charging
- ATC (automatic traffic counting) - placed at the entrance of both Kenilworth Road and Leamington Road capturing vehicles as they entered and exited each car park.
 - On street monitoring - independent numerators completed vehicle count in each street and observed for parking or street access issues.
 - Following introduction of charging on the 5th July the new parking systems monitor usage through recording entry numbers (Kenilworth Road) or tickets issues at the Pay and Display car parks (Leamington Road and Coat of Arms Bridge Road)
- 4.2 ATC Monitoring
- Monitoring dates: 18th January 2021 - 8th July 2021 (24 weeks)
 - Vehicles movement recorded across 24hr period
 - Data produced included: Traffic count of vehicles using each car park, inbound and outbound traffic flow (times), indicative occupancy for each car park
 - Buses removed from vehicle count volume
 - Coat of Arms Bridge Road was not suitable for ATC monitoring equipment
- 4.3 On Street Monitoring
- Monitoring dates: 18th January 2021 and 26th September 2021 (36 weeks)
 - Periods of monitoring included remainder of lockdown period (10 weeks), end of lockdown to installation (14 weeks), following introduction of charging (12 weeks)
 - Total of 100 streets monitored split across 4 zones (see zone map Appendix 1)
 - All zones visited during each monitoring inspection
 - Each inspection recorded independently
 - Total number of inspections completed 97

- Days and times varied to ensure any potential issues (if applicable) at different periods of would be captured

5 Additional Information

5.1 Prior to and during the period of monitoring, cones were in position in the following streets to prevent illegal and disruptive parking witnessed when the park had become extremely busy and car parks required closing to prevent queuing on Kenilworth and Leamington Road. Cones were placed where existing restrictions such as yellow lines already in place

- Kenilworth Road
- Coat of Arms Bridge Road
- Beechwood Avenue
- Styvechale Avenue
- Warwick Avenue
- Earlsdon Avenue South

6 Key Dates

6.1 Introduction of charging:

5th July 2021 Kenilworth Road (barrier system) – 6th July 2021 Leamington Road and Coat of Arms Bridge Road (Pay and display)

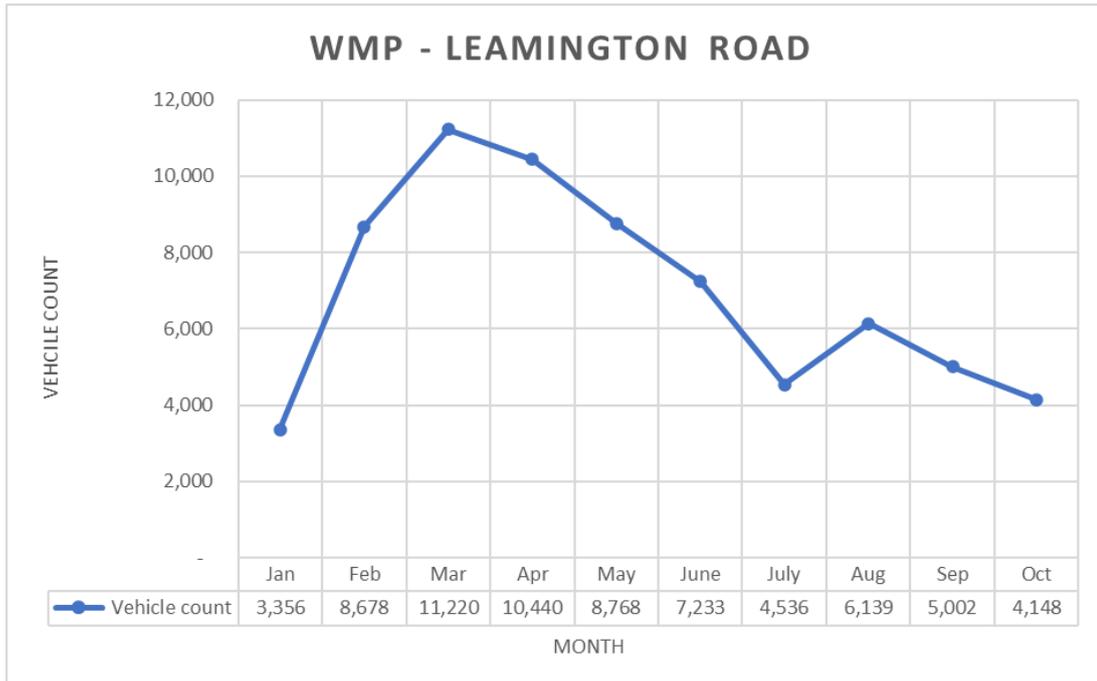
6.2 Road map out of lockdown:

- Stage 1 - 29th March (minimum 12 weeks of monitoring agreed from this point)
- Stage 2 - 12th April
- Stage 3 - 17th May
- Stage 4 - target 21st June - delayed until 19th July

7 Highlight Monitoring Findings/Figures – Park Volumes

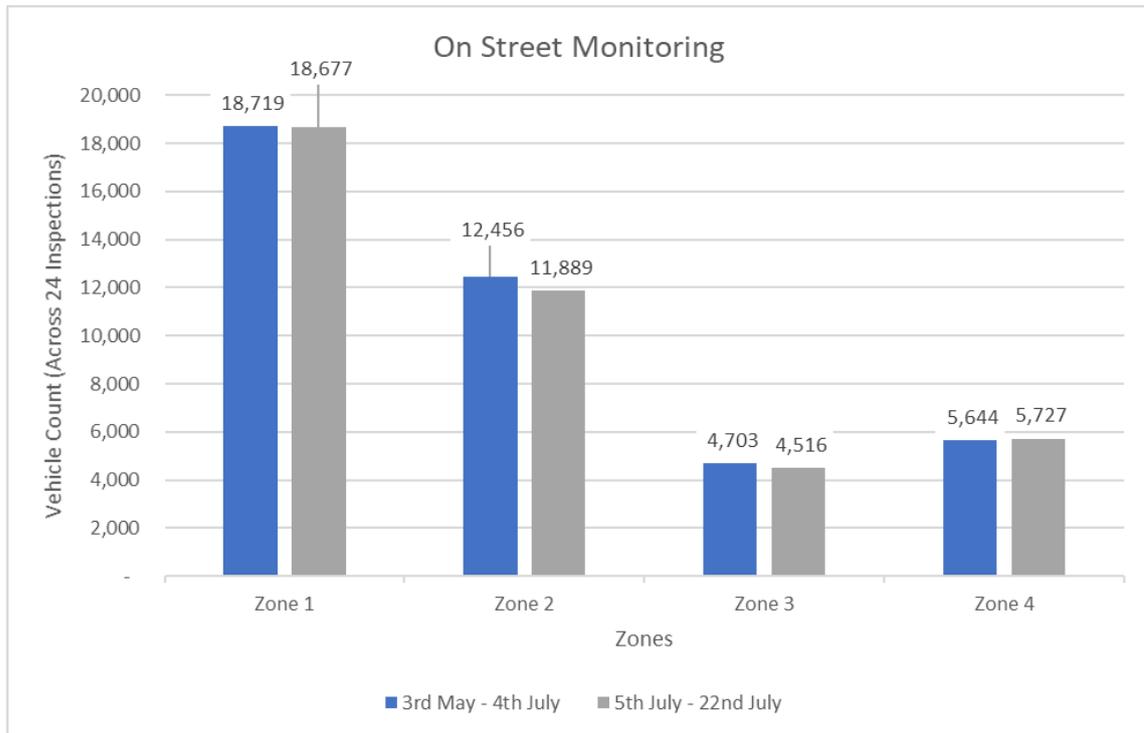


- Kenilworth Road averaged 7,926 vehicles per week, 1,128 per day 18th January to 25th October 2021 (3 times available occupancy)
- Kenilworth Road reached a weekly high of 13,535 vehicles during week 29th March
- Total vehicle usage recorded for Kenilworth Road during monitoring period was 317,076
- Reduction in visitor numbers coincided with end of lockdown 29th March 2021
- A steeper reduction from 12th April 2021 (end of stage 2 of road map)



- Leamington Road averaged 1695 vehicles per week, 242 per day 18th Jan – 31st October 2021 (6 times available occupancy)
- Leamington Road reached an average weekly high of 3274 vehicles during week 29th March (start step 1 road map)
- Total vehicle usage recorded for Leamington Road during monitoring period was 69,520
- Visitor number patterns were similar to those of Kenilworth Road
- Coat of Arms Bridge Road usage data was collected from implementation of charging with 8678 vehicles July - October inclusive

8 Highlight monitoring findings/figures – On street monitoring



- Total numbers of vehicles counted across all zones were consistent for before and after implementation of charges
- No impacts of displacement were witnessed by the monitoring team following introduction of charging
- No formal complaints have been received in relation to parking issues caused from displacement parking following the introduction of charging

9 The Use of Alternative Modes of Transport and The Impacts on Climate Change

- 9.1 Coventry City Council is currently working on a new Climate Change Strategy and Action Plan, which will set out in detail our plans to achieve net zero by 2041, or earlier if possible. However, it is already clear that a major change in the way in which we travel will be required to achieve this. Midlands Connect estimate that in Coventry in 2019 376 million kgs of CO₂ (or equivalent amounts of other greenhouse gases) were generated from transport. This is equivalent to around 1,000 kgs of CO₂ for every person who lives in the city. By far the largest share of these emissions are generated by car travel. Current levels of car travel will simply not be sustainable in the future. This is true, even though a shift towards electric and other forms of zero emission vehicles are expected to make car travel more environmentally sustainable. Policymakers at both a national and regional level are clear that this alone will not be enough to meet current carbon reduction targets. In practice this will require both a significant reduction in the total number of vehicles on the city's roads and a shift towards zero emission vehicles for those journeys which are still made by car.
- 9.2 Coventry City Council is also working on a new Transport Strategy, which will set out how we will achieve this change in practice. A draft strategy has recently been approved by Cabinet for public consultation. It is based around achieving four main objectives, including 'delivering a sustainable, low carbon transport system'. The Council is now planning to consult on the draft strategy early in 2022

- 9.3 The West Midlands Cycle Hire scheme was launched earlier this year and by September 2021 the docking station nearest the main car park was ranked in the top 10 docks in the city by origin and destination and the most popular outside the City Centre.
- 9.4 Sustainable travel to the city's parks is promoted via the Travel Assistant journey planner which has been embedded within the War Memorial Park website to assist visitors with route information depending on the form of travel they wish to use. The Travel Assistant has also been deployed for specific events during City of Culture 2021 including the Godiva Festival, which saw 97% of journeys planned by sustainable modes (public transport, cycling or walking).
- 9.5 The Park and Ride service is an alternative method available from Kenilworth Road car park. As proposed discounted parking for users of the service has been introduced. For stays over 3 hours parking fee is reduced to £1

10 The Impact of The Introduction of Charges on Blue Badge Holders

- 10.1 Blue badge holder usage cannot be determined from system data and it was not possible to specifically count such vehicles over the extended monitoring period to determine numbers. A three-hour period of free use was introduced for all. No formal complaints have been received in relation to introduction of charging. Careful consideration was given to users of spaces designated for blue badge holder as part of the changes to the car park and installation of the systems.
- No reduction to blue badge holder spaces despite a small reduction in total spaces
 - All bays have been re marked and some re positioned to assist users
 - The correct usage of bays is now monitored and enforced by parking service

Appendix 1 – Zone map for monitoring on-street parking

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